

# Crows Nest Metro development threatens 'village atmosphere'

Matt Taylor, *Mosman Daily* August 9, 2018 12:02am Subscriber only

NORTH Sydney Council is taking a bold stand against the proposed Crows Nest Metro station mixed-use development over height concerns and a potential loss of the "highly valued village feel".

Councillors unanimously voted last week to make an "immediate submission" to both Transport for NSW and the Planning Department in response to plans unveiled last month for over station towers at Crows Nest as part of the Metro rail upgrade, due for completion in 2024.

The proposal includes two 27-storey mixed-use towers at the northern end of the site and a 17-storey hotel/commercial development on the southern side of Hume St. The fourth building is an eight-storey commercial building on Clarke St, fronting Hume Street Park.



Council is opposing plans for the Crows Nest Sydney Metro over station development.

North Sydney Mayor Jilly Gibson said there were "no community facilities identified in the planning proposal".

"This is a big concern, along with the height of the development," Cr Gibson said. "I'm adamant that we don't get any overshadowing of the restaurant area in Willoughby St."

A council planning report said the "highly valued village feel" of Crows Nest and "solar access to key spaces like Willoughby Rd and Ernest Pl" would be compromised by the development.

"Afternoon sunlight to this community space is critical to the vibrancy of Crows Nest," it says.

It is also critical of the proposed “limited employment floor space” and misses an opportunity to “lead the employment agenda in this precinct”.

“Contribution of public benefit, particularly community space, does not appear to be part of this proposal,” the report said.



Work is under way at the Crows Nest Metro site. Picture: Adam Yip

“(Its) design appears to include car parking above ground which will detract from the architectural merit and interest of the buildings, reduce capacity to accommodate employment floor space and is a poor transport planning outcome given that (this is) a new Metro representing high levels of public transport accessibility.”

It also calls for the finalised over station development to “prioritise local jobs and community uses”.

“(This should be done by) locating any necessary parking under Hume St Park in return for community space in the podium of the proposed building,” it said. “Or, at a minimum, providing high floor-to-floor ceiling heights to adaptively reuse any parking space in the future for employment and community purposes.”